

Aquila (PHM-4) moors at the Naval Air Station, Key West, Florida, 11 August 1982 after her 5,000-mile voyage from Puget Sound; astern is *Taurus* (PHM-3), in this Phyllis Moorhead photograph. (NH 96630)

companions transited the Panama Canal on 8 August and arrived in Key West three days later. The warship spent the remainder of 1982 conducting shakedown and other training out of her base at the Trumbo Point Annex, Naval Air Station, Key West, Fla. During the first quarter of 1983, post-shakedown repairs occupied her time. That spring, *Aquila* embarked upon a schedule of normal training duties out of Key West that occupied her time through the summer and into the fall of 1983. From 10 to 20 October, she joined *Taurus* and *Spartanburg County* (LST-1192) for special operations in the Caribbean Sea.

In mid-November, *Aquila* and *Taurus* joined *Aubrey Fitch* (FFG-34) at Guantanamo Bay, Cuba, to test the feasibility of operating guided-missile frigates and guided-missile hydrofoil gunboats together in the same task organization. However, demands attendant to the American presence in Grenada—where United States military forces had landed on 25 October to end the chaos caused by a power struggle between leftist factions—forested the experiment. *Aquila*, *Taurus*, and *Aubrey Fitch* headed for Grenada where they performed patrol duties and relief work until the middle of December. *Aquila* returned to Key West on 16 December and spent the last two weeks of the year in port.

Holiday leave and upkeep ended early in January 1984, and *Aquila* reembarked upon normal operations out of her base at Key West. In May, the guided-missile hydrofoil gunboat added another duty to her busy training schedule, helping the Coast Guard to interdict the traffic in illicit drugs. That fall she joined *Taurus* in a special mission to the Caribbean coast of Central America. The two warships returned to Key West at the end of the first week in November, and *Aquila* resumed her program of training missions and drug traffic interdiction. She continued

so occupied through the end of 1984 and during the first half of 1985. Late in July of 1985, the warship began a restricted availability that lasted until the middle of October. Following post-overhaul trials, *Aquila* rejoined the effort against drug smugglers in mid-December.

Law enforcement duties occupied her during the first two months of 1986. In March, she carried out post-overhaul refresher training and, late in April, participated in FLEETEX 1-86 staged in the West Indies. Immediately thereafter, *Aquila* joined in another exercise, Operation "Ocean Venture 86," that simulated an attack on an enemy fleet attempting to force the Mona Passage between Hispaniola and Puerto Rico. At the beginning of the second week in May, the guided-missile hydrofoil gunboat returned to normal operations out of Key West. She interrupted those operations twice that summer—once early in July and again early in August—to conduct special tests with A-7E "Corsair" aircraft for the Chief of Naval Operations. Otherwise, she carried out normal duties from her base at Key West through the end of the year. As of the beginning of 1987, *Aquila* was operating out of Key West.

Ara

The Greek goddess of vengeance and destruction.

(AK-136: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 225; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-C1)

Daniel Boone (MCE hull 69) was laid down on 17 July 1941 by the California Shipbuilding Corp., Wilmington, Calif.; launched on 14 January 1942; sponsored by Mrs. J. K. Doonan; acquired by

the Navy under a bare-boat charter on 3 December 1943; re-named *Ara* (AK-136); and commissioned on 4 January 1944, Lt. Comdr. W. B. Hudgins in command.

Ara sailed on 7 February for Hawaii. Upon her arrival at Pearl Harbor, the ship reported to Service Squadron 8 for duty. On 4 March, *Ara* sailed in a convoy bound for the Marshall Islands and discharged her cargo at Majuro and Kwajalein Atolls. *Ara* left the Marshalls on 14 April; made a brief stop at Pearl Harbor on the 28th; and then the ship got underway for Port Hueneme, Calif. After loading new cargo, *Ara* was back in Pearl Harbor on 29 May. The ship sailed on 7 June with Task Group (TG) 51.6, bound for Eniwetok; anchored there on 18 June; and remained through 23 July.

On 23 July, *Ara* was ordered to proceed to Guam to deliver Army personnel to that island. She remained offshore until 3 August and then disembarked troops and unloaded equipment. *Ara* got underway for Eniwetok on 20 August and arrived four days later. After a reprovisioning period, the transport sailed for Hawaii and moored at Pearl Harbor on 9 September. There, she loaded cargo destined for Roi and Majuro and sailed on 19 September for the Marshalls. From 4 October to 20 November, supplies were discharged and taken on board at Majuro and Kwajalein. On 25 November, the ship headed for Ulithi. Five days later, *Ara* arrived at the atoll. She sailed again on 8 December for the Marianas to unload the remainder of her provisions at Guam and Saipan. *Ara* called at Eniwetok on 23 December and then continued on to Tarawa. There, she refilled her cargo holds and sailed on 4 January 1945 for Makin Island.

During the first two months of 1945, *Ara* repeated her cargo shuttle services. Her ports of call included Kwajalein, Eniwetok,

Ulithi, Guam, Tinian, and Saipan. From Saipan, *Ara* headed for Hawaii and reached Pearl Harbor on 20 March. Two days later, *Ara* sailed for San Pedro, Calif., where she arrived on 1 April for repairs. After successfully completing trials, *Ara* sailed on 6 May to Tacoma, Wash., to load cargo and remained there until 23 May, when she began steaming independently for the Philippines.

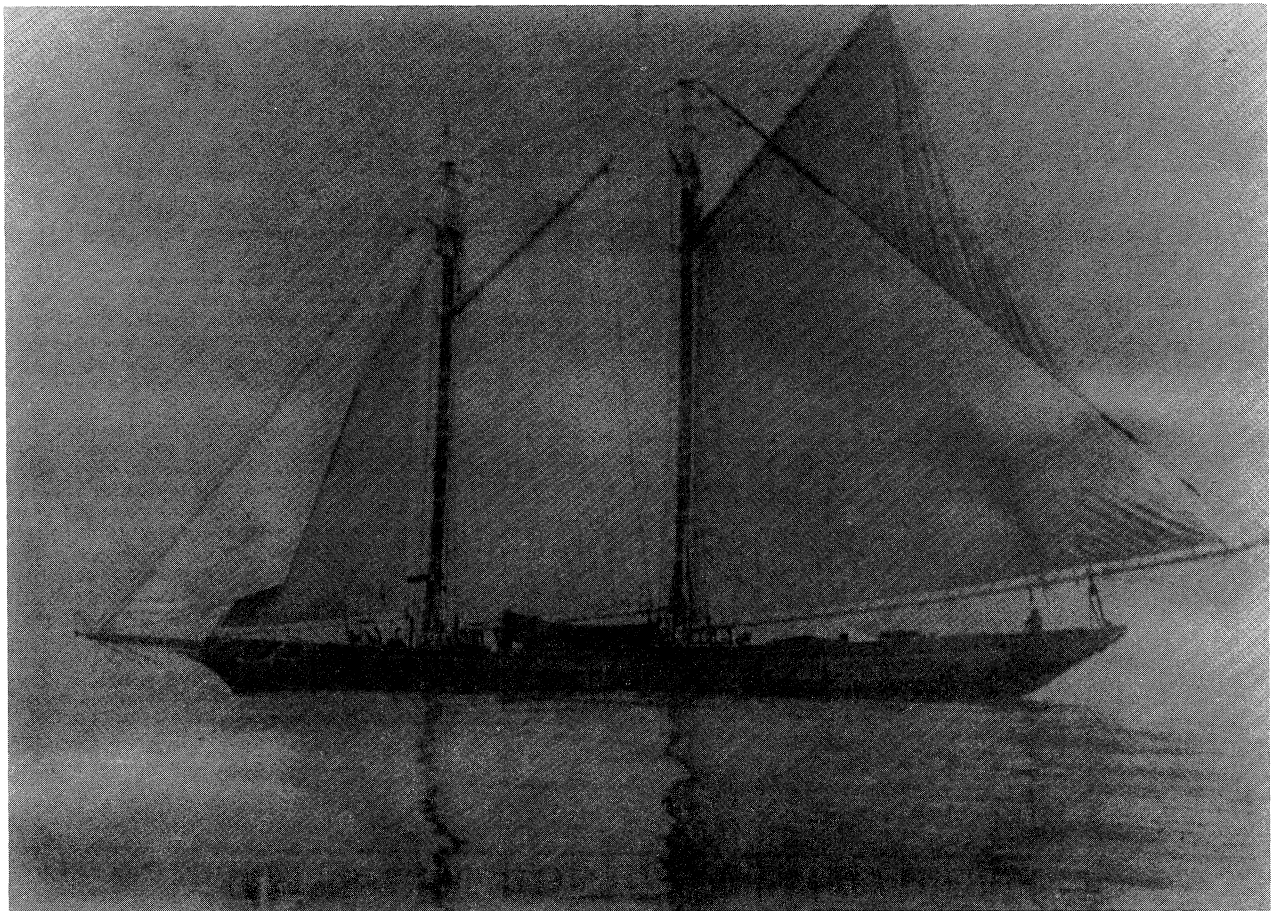
Ara began discharging cargo at Samar, Philippines, on 25 June. She then received orders to sail to New Zealand and got underway on 6 July. *Ara* moored at Auckland on 21 July and commenced loading supplies earmarked for marines stationed on Saipan. She departed Auckland on 27 July and arrived at Saipan on 14 August. The next day, while she was still there, Japan capitulated on 15 August. *Ara* set a course for the west coast on the 21st, entered San Francisco Bay on 9 September, and began voyage repairs.

The transport left the west coast on 6 October, bound, via the Panama Canal, for Norfolk, Va., and arrived there on 27 October. She was decommissioned on 26 November and turned over to the War Shipping Administration in whose custody she resumed the name *Daniel Boone*. The name, *Ara*, was struck from the Navy list on 5 December. *Daniel Boone* was listed in registers of American merchant vessels until the early 1970's.

Ara won one battle star for her World War II service.

Arabia

(AuxSch: t. 123.28 (gross); l. 113'4"; b. 25'9"; dr. 14'9" (aft); s. 8 k.; cpl. 25)



Arabia (SP-3434), in her guise as decoy vessel ("Q-ship"), circa 1918. (NH 57628)

Arabia (Id. No. 3434)—an auxiliary fishing schooner constructed in 1903 at Essex, Mass.—was acquired by the Navy from the Commonwealth Fisheries Co. on 13 August 1918 and commissioned at Boston on 14 August 1918, Lt. (jg.) Lester F. Rogers in command.

Arabia was acquired by the Navy for the specific purpose of serving as a decoy ship in the hunt for *U-117*, a German submarine which had created havoc with the New England fishing fleet during the summer of 1918. In addition to a Navy crew of two officers and seven bluejackets, 19 fishermen—16 of them from *Arabia*'s original crew—were recruited into the Naval Reserve Forces to lend an aura of realism to the operation. The Q-ship set sail from Boston on 14 August and shaped a course for George's Bank. Once there, she operated in concert with the submarine *N-1* until after the armistice ended World War I. She apparently concluded her one and only cruise on 27 November 1918 and was decommissioned soon thereafter. Her name was struck from the Navy list on 27 March 1919, and she was sold to Mr. W. V. M. Powelson, of New York City, on 11 November 1919.

Arabian

(ScTug: t. 92; l. 87'; b. 20'; dr. 10'6" (aft); s. 10 k.)

Arabian—a tug built in 1896 at Camden, N.J., by John H. Dialogue Sons—was acquired by the Navy on 29 October 1918 on a bare boat lease from Mr. P. F. Martin, of Philadelphia, and was placed in service on 5 November 1918. Since World War I ended six days after she was placed in service, the tug never received an assignment and apparently never saw active service. She was placed out of service on 31 January 1919 and returned to her owner that same day.

Arago

The physicist and astronomer Dominique Francois Jean Arago, was born on 26 February 1786 in Estagel, France. He first proposed the wave theory of light and measured air's index of refraction of light. He discovered the polarization of light by quartz crystals. He also made contributions to man's understanding of electricity and of the planets and stars before dying in Paris on 2 October 1853.

(Sch)

Early in the Civil War, the Coast Survey schooner *Arago* was ordered to report to Flag Officer Samuel F. Du Pont to assist him by conducting surveys and providing him with oceanographic data of the Southern coast for guidance in blockade duty and amphibious operations. She departed Eastport, Maine, on 15 October 1861 and proceeded to the New York Navy Yard where she received weapons of unrecorded size and number to enable her to defend herself during her perilous work.

The schooner then joined the expedition destined to capture Port Royal, S. C. The information that she and *Vixen* obtained was invaluable to Du Pont during that successful operation which provided the South Atlantic Blockading Squadron with its most important base for the remaining years of the conflict.

However, few records containing details of the schooner's operations have survived. We do know that she continued to serve the South Atlantic Blockading Squadron into February 1863. Presumably, shortly thereafter, she resumed operations under the orders of the Coast Survey.

Aramis

The clever musketeer of the eight-volume "cloak and sword" romance, *The Three Musketeers*, written in 1844 by the French novelist and dramatist Alexandre Dumas, Pere (1802-1870).

(Yacht: dp. 375; l. 157'6"; b. 22'4"; dr. 7'6" (mean); s. 13 k.; cpl. 33; a. 2 6-pdrs., 2 1-pdrs., 2 Colt mg.)

Aramis—a steel-hulled diesel yacht designed by Swasey, Raymond, and Page, naval architects—was completed in 1916 at City Island, N.Y., by Robert Jacob, for Arthur Hudson Marks, the vice president of the Goodrich Rubber Co., of Akron, Ohio. Equipped with one of the first marine diesel engines to be installed in an American yacht, *Aramis* came under the Navy's gaze soon after the United States entered World War I.

The Navy acquired *Aramis* on 3 July, "enrolled" her six days later, and accepted her on 11 August for service at the New York Navy Yard. Assigned the designation SP-418, she was placed in commission there on 2 November 1917, Lt. John A. Jackson, USNRF, in command.

The next morning, *Aramis* proceeded, via Fort Lafayette, to her patrol station at the mouth of New York harbor, arriving at the net defenses that afternoon. She maintained watch there until the morning of the 5th, noting the movement of other patrol craft and, at night, sweeping the net with her searchlight every 30 minutes. After her second tour at the net defenses on the 6th and 7th, she returned to moor at the pier at the foot of 24th Street, New York City, on the 8th. At 2225 the following night, men on watch discovered a fire under the pier. *Aramis* immediately went to fire quarters, lowered a boat and sent it under the pier, paying out two lengths of fire hose, while she made ready to get underway to clear the pier, if the need arose. By 0240 on the 10th, the blaze had been extinguished.

Returning to the nets later that day, she spotted a strange craft in a forbidden place. *Aramis* lowered her launch, under the command of her executive officer, Lt. (jg.) Williams, USNRF, to give chase. Ultimately, this officer returned with the launch *Kid*, its occupants arrested for an intrusion into the net area off limits to private craft. A similar incident occurred over a week later when *Aramis* hailed a launch that crossed the net but did not stop. On that occasion, a section patrol craft SP-1201 overtook the intruder, took her into custody, and towed her to Fort Lafayette.

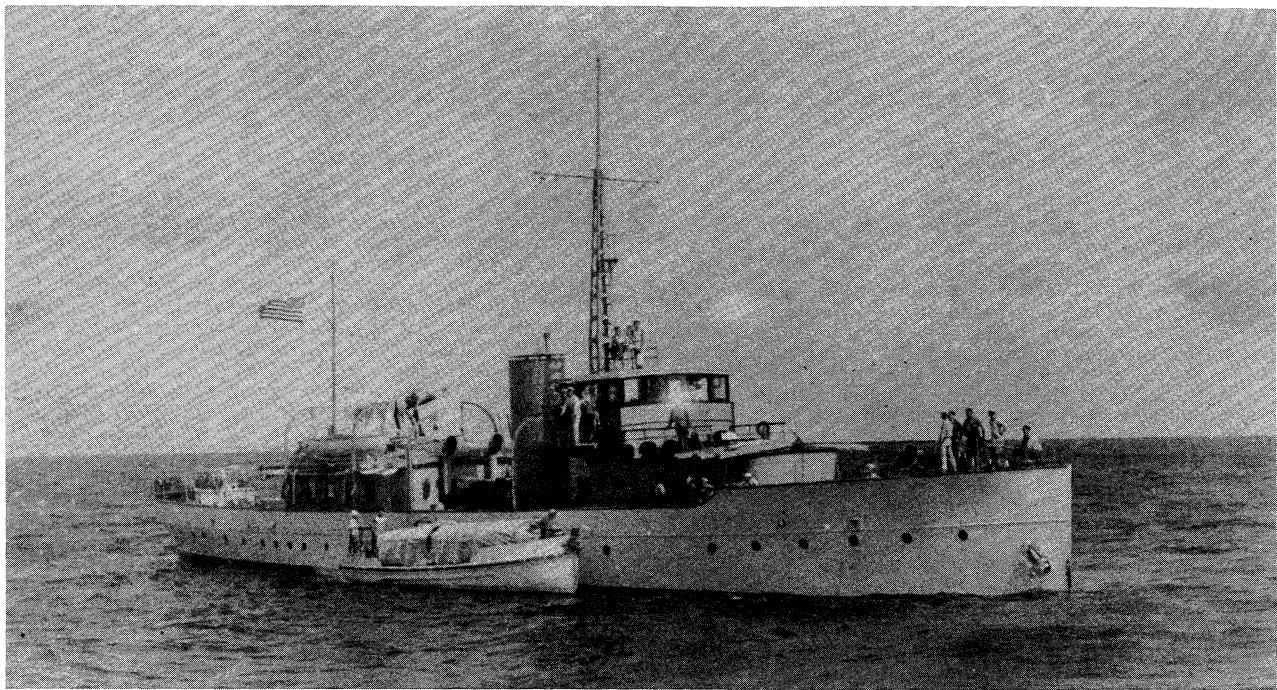
Underway from the ordnance pier at Sandy Hook at 1150 on 20 November, bound for the Scotland and Ambrose Lightships, *Aramis* received orders by semaphore from the tug *Cayuga* to report forthwith to the New York Navy Yard. Arriving at 1715 for further orders, *Aramis* shifted to the Jersey Central Railroad Pier the next morning where she was briefly visited by Secretary of War Newton D. Baker. The purpose of the Secretary's visit is not clear from the ship's log. After disembarking her distinguished guest, *Aramis* returned to the New York Navy Yard and shifted thence to the Marine Basin, Brooklyn, on the 24th.

Underway for New London, Conn., on the morning of 4 December, *Aramis* reached that port the following morning. She provisioned there and then, on the afternoon of the 20th, voyaged to the marine railway of the Riverside shipyard, Greenport, Long Island, N.Y. On the morning of the 22d, the ship was hauled out for repairs and alterations—and, apparently, the installation of a primitive underwater detection system. Shortly before midnight on 31 December 1917, a fire broke out in the machine shop adjoining the ways. *Aramis*' crew promptly turned to with extinguishers and axes to aid the yard force in fighting the blaze.

Off the ways on 9 January 1918, *Aramis* returned to New London soon thereafter. There, off Fort Trumbull, a launch from the cruiser *Chicago*, the flagship for the Submarine Force, Atlantic Fleet, came alongside on the morning of 18 January bearing Lt. Comdr. Chester W. Nimitz—the future fleet admiral—and a board of officers and civilians to test the recently installed listening apparatus fitted in *Aramis*. The yacht carried out further experimentation with the listening gear into February, when she was ordered back to the New York Navy Yard.

Casting off from the Public Dock, New London, at 1043 on the 7th, the ship was caught briefly in an ice floe two hours later. She made stops at New Haven, Conn., and at the Marine Basin, Brooklyn, before reaching the navy yard early on the 27th. Ordered to convoy the submarine *L-5* (Submarine No. 44) to New London, *Aramis* got underway with her charge at 1000 that same morning and escorted the submersible on her voyage without incident, reaching their destination later the same day.

Underway the next morning to return to New York, *Aramis* struck submerged wreckage near Middle Ground Light, knocking off a blade of her port screw. As she continued onward she passed through "considerable wreckage" on the "steamer track"



Aramis (PY-7), while serving as "house boat and tender" for *Nokomis* (PY-6) during the surveying of Cuban waters, circa 1925 or 1926. (NH 101411)

10 miles east of Middle Ground Light, flotsam that included hatches and parts of heavy decking.

Aramis reached the Marine Basin late on the 28th and shifted to Seabury's Shipyard, Morris Heights, on 5 March. She remained there into April undergoing repairs and shifted to the New York Navy Yard on the 9th. On 16 May, while the ship was at Section Base No. 6, Bath Beach, Brooklyn, Rear Admiral Usher and Capt. Louis de Steiguer inspected the ship. On 21 June, while the ship was undergoing a refit at Shewan's Shipyard, Brooklyn, Mr. Elmer A. Sperry, the inventor of the gyroscopic compass, came on board to work on one of his compasses that had been installed in the ship.

Underway from Shewan's yard on the afternoon of 27 June, *Aramis* arrived at Section Base No. 6 later that day. On the 28th, she shifted to the Ammunition Depot at Fort Lafayette, and there took on board four Mark I, Mod. 1 depth charges, the most primitive type of charge which required no fixed launcher—only a strong sailor to heave it over the side. Now equipped with listening gear and an antisubmarine warfare (ASW) capability, albeit primitive, *Aramis* returned to the business of patrolling the waters of the 3d Naval District assigned her.

Aramis spent much of July engaged in training "listeners," operating out of Section Base No. 6. She also performed local convoy escort duties on 16 July and lay at a "listening post" the following day, apparently near the course of a convoy. Her regimen remained the same into August, and she spent the first few days of that month engaged in "listening" on station near Ambrose Lightship, alternating with *Tarantula* (SP-124) and *Sabalo* (SP-225), and the subchasers SC-52, SC-53, and SC-56.

Underway from Section Base No. 6 at 1157 on 12 August, *Aramis* relieved SC-55 at the Fire Island lightship at 1702 and commenced listening with her "K" tubes (the primitive listening gear) soon thereafter. Well over an hour later, at 1845, *Aramis* came upon the captain and crew (30 men all told) of the Norwegian steamer *Sommerstad*, three days out of Halifax, Nova Scotia, which had been torpedoed and sunk by U-117 that morning. Picking up the Norwegian sailors and taking their boats in tow, *Aramis* headed back to port at 2300.

After casting *Sommerstad*'s motor sailer—in a leaky condition—adrift, *Aramis* reached the Barge Office at the Battery, New York City, at 1105 on the 13th, where the Norwegians were sent

ashore to be aided by their consul. Underway again at 1135, *Aramis* reached Section Base No. 6 at 1245, her rescue mission completed. However, she did not tarry long before she got underway again for a patrol station soon thereafter. Unfortunately, at 1830 that afternoon, *Aramis* rammed *Preble* (Coast Torpedo Vessel No. 12), causing the latter to miss the sailing of a convoy, but suffered no damage herself.

While returning to her section base at 1555 the next day, *Aramis*' forward lookout spotted what looked like a floating spar about 300 yards off the starboard bow. Ens. George Dumars, USNRF, the officer of the deck, managed to obtain a quick glimpse of it before it vanished abeam. Immediately upon the disappearance of the "waterlogged spar," *Aramis* was brought dead in the water and her listening gear was placed in operation. The man listening reported that he heard submarine engines. Within five minutes, the commanding officer, Ens. Leroy W. Tilt, USNRF, was on the bridge and called all hands to general quarters.

Reporting the presence of a submarine to district headquarters, *Aramis* bent on speed and came about. Putting over the "K" tube, she detected the presence of a submarine and maintained close watch. At 1715, the patrol craft spotted *Hauoli* (SP-249), standing up from the eastward, about seven miles south. After her attempts to reach that vessel by radio failed, *Aramis* fired a blank charge to attract *Hauoli*'s attention, and that patrol boat came alongside at 1800.

Unfortunately, *Hauoli*'s approach "gummed the listening device to such an extent as to drown all other sounds," enabling the submarine—as everyone believed it was—to slip away in the resulting turbulence. *Aramis*, with *Hauoli* standing by, then headed for the spot the submarine last had been seen and, during the next quarter hour dropped her four Mark I depth charges, one by one. Unfortunately, none of the four worked.

Subsequently shifting from Base No. 6 to the Marine Basin at Brooklyn—where she took on board a pair of depth charges from *Shubrick* (Coast Torpedo Boat No. 31)—*Aramis* relieved the converted yacht *Gloucester* on patrol duty on 18 August before returning to the Marine Basin for the installation of new wireless telephones. She proceeded to her section base on the 25th, only to move over to Shewan's shipyard on the 27th.

No logs exist for *Aramis*' activities over the next four months,

but extant message traffic reveals some facts about her operations. She was detached from the 3d Naval District on 18 September for use as a division commander flagship and was directed to proceed to Base Two (Yorktown, Va.) and report to Commander in Chief, Atlantic Fleet. However, *Aramis*' chronic engine trouble delayed her departure until 6 October 1918, when the yacht finally sailed unescorted.

What followed for the next month and a half—during which the armistice ended the fighting of World War I—is not certain; but, on 22 November 1918, Rear Admiral Thomas Washington, Commander, Battleship Division 3, Atlantic Fleet, assumed command of his division and broke his flag in *Aramis*. Unfortunately, *Aramis*' history of engine trouble again proved her undoing. The message traffic indicates that she proved to be unsuitable for her new task; and, on 3 December, *Owera* (SP-167) was ordered to proceed to relieve *Aramis* as flagship for the Commander of Battleship Division 3.

Detached on 12 December, *Aramis* was assigned temporary duty at the Submarine Base, New London. Upon the arrival of *Yacona* (SP-617), *Aramis* was directed to proceed to Commander, Submarine Base, New London. *Aramis*' subsequent movements appear to have elicited considerable interest within the 3d and 4th Naval Districts, since at one point nobody knew for sure where she was. Limping into Lewes, Delaware, on the afternoon of 20 December, *Aramis* finally reached New London by the end of the year, since when her log resumed on 1 January 1919, she was at that port, moored at Dock "D", Submarine Base.

Although detached from duty at New London on 17 March, *Aramis* did not get underway until the morning of 1 April 1919 and reached New York the following morning, anchoring in the familiar waters off Section Base No. 6.

Aramis shifted to pier "A", the Battery, on the afternoon of 6 April 1919, and, the following morning at 1005, embarked Rear Admiral Guy H. Burrage, and a party that included Mrs. William S. Sims and the Sims' children, Margaret, Adeline, and William, Jr., to await the triumphal return from Europe of Rear Admiral William S. Sims, the former commander of United States naval forces operating in European waters. Underway at 1040, the yacht proceeded down the harbor. The passage toward the reunion of the admiral and his family, however, came within a hairsbreadth of disaster.

At 1100, *Aramis* sighted a British freighter on a converging course and obligingly swung to the right side of the shipping channel as far as was practicable in order to give the merchantman the advantage of deeper water. *Aramis* blew one whistle signal and maintained her course and speed, but the steamer did not show any intention of slowing down and bore down on the yacht. Lt. (jg.) Tilt, in making his protest over the handling of the British merchantman, reported what followed: "The steamer . . . in going under our stern came so close that had the *Aramis* not thrown the wheel hard over left a collision would have occurred."

Aramis resumed her harbor cruise soon thereafter, and the rest proceeded without further incident. She moored alongside the British Cunard liner SS *Mauretania* at 1600 and soon embarked her distinguished passenger, Admiral Sims. Docking at pier "A" a little under an hour later, she disembarked the reunited family and the other dignitaries who had been on board and returned to her section base soon thereafter.

Aramis remained in the New York area into the summer. She cruised to New London and back in late July before receiving orders, dated 9 August 1919, sending her to the Potomac River as the prospective relief for *Sylph*.

Departing New York on 8 September, *Aramis* reached the Washington Navy Yard on 13 September and remained there, being assigned duty, along with *Nokomis* (SP-609) as a "Navy Department tender." On 24 October, orders arrived directing the ships to sail for the New York Navy Yard to undergo conversion work. Returning to the New York Navy Yard on 10 November 1919, *Aramis* remained there for the rest of the year 1919 and for the entire year 1920, retained in commission but inactive. During this sojourn in Brooklyn, she was classified as a "patrol vessel, converted yacht," PY-7, on 17 July 1920.

Early the following year, it had been thought that *Aramis* would ultimately relieve *Sylph*, but the cost of necessary work to the former apparently caused a rethinking of the idea, and it was accordingly dropped between March and June, 1921. The Chief of Naval Operations subsequently directed the Commandant of the 3d Naval District on 3 September 1921 to place

Aramis out of commission "as soon as is practicable," "with a view toward the eventual recommissioning of this vessel." Accordingly, on 6 October 1921, *Aramis* (PY-7) was decommissioned at the New York Navy Yard.

Towed by the fleet tug *Iuka* (AT-37), *Aramis* reached the reserve basin at the Philadelphia Navy Yard on 9 October 1923 and remained inactive until redesignated as a "District Craft, Unclassified," in late 1924. She was then slated to serve as a tender and houseboat to *Nokomis* (PY-6), which was being assigned to survey duty off the coast of Cuba. Assigned to the 7th Naval District, *Aramis* was towed to Key West, Fla., by *Bay Spring* (AT-60) in December 1924.

For the next nine years, the yacht remained in operation in this fashion, kept in repair by the ship's force of *Nokomis* as that ship conducted important surveys ranging from Cardenas in the northern and northeastern coastline of Cuba. Finally, after she had deteriorated to the point where she was unfit for further naval service, *Aramis* was placed on the list of naval vessels to be disposed of by sale or salvage. Stripped of all useful items at the Naval Station, Guantanamo Bay, Cuba, by mid-July 1933, *Aramis* was struck from the Navy list on 20 July 1933.

She was sold to R. E. O'Fallon of Guantanamo Bay, Cuba, on 13 November 1933. Her ultimate fate is unknown.

Aranca

The name of two Pima Indian villages in southern Arizona.

The name *Aranca* was assigned to a *Hisada*-class large harbor tug, YTB-530, on 24 March 1945, but the contract for the construction of this district craft—scheduled to be built at Jacksonville, Fla., by the Gibbs Gas Engine Co.—was cancelled on, or slightly before, 1 October 1945.

Araner

One who hails from the Aran Islands, which are located off the western coast of Ireland, just outside the entrance to Galway Bay.

(IX-57: dp. 147; l. 106'5"; b. 25'2"; dr. 10'6"; s. 8 k.)

Faith—a wooden-hulled auxiliary ketch built in 1926 at Essex, Mass., by the Arthur D. Story Shipyards—was acquired by motion picture director John Ford in June 1934, refurbished, and renamed *Araner* in honor of the Aran Islands, whence his wife's family had come. During the 1930s, the yacht, "an impressive symbol of the wealth and power of her owner," served as a place where Ford could escape the bustle of Hollywood in the company of friends. The famed film director was appointed a lieutenant commander in the United States Naval Reserve in September 1934 and, according to one of his biographers, used *Araner* off Baja California for intelligence-gathering operations. In 1940, the commandant of the 11th Naval District commended Ford for his "initiative in securing valuable information. . ." on that region

After he was recalled to active duty in the summer of 1941, however, Ford had little use for his yacht. Shortly thereafter, America's entry into World War II in December 1941 prompted the Navy to acquire many private vessels—*Araner* among them—for local patrol duties. Taken over on a bare-boat charter on 27 January 1942, *Araner* was delivered to the Navy at the section base at San Diego, Calif. Classified as a miscellaneous auxiliary, and given the designation IX-57, she was placed in service on 26 February 1942. Assigned initially to the 11th Naval District and then, on 23 July 1942, to the Western Sea Frontier, the ketch operated out of San Diego, under sail power for much of the time, patrolling off Guadalupe and San Clemente Islands.

Transferred back to the 11th Naval District forces upon completion of her duties under the Commander, Western Sea Frontier, *Araner* was laid up at the Naval Frontier Base, San Diego, on 1 May 1944; and her crew transferred to YAG-6. Delivered to Mrs. John Ford on 12 July 1944, *Araner* was struck from the Navy list on 14 October 1944.

Ford continued to use the yacht until her rising operating expenses prompted him to sell her circa 1971. Acquired by Fran

M Dimond, of Honolulu, the craft retained her name into 1974, when she was bought by the San Marino Travel Service. Still homeported at Honolulu, she was given back her original name, *Faith* in, or about, 1975. Renamed again, to *Windjammer*, a short time later, she was acquired by the Guam Rent-a-Car Company and served as a tourist-carrying craft into the early 1980s.

II

(IX-226: dp. 14,269 (f.); l. 422.8'; b. 57'; dr. 27'8-7/8"; cpl. 110; T EC2-S-C1)

Liberty ship *Juan de Fuca* was laid down under a Maritime Commission contract (MCE hull 1747) on 15 November 1942 at Vancouver, Wash., by the Kaiser Co., Inc.; launched on 27 December 1942; and delivered to the War Shipping Administration (WSA) on 11 January 1943. Throughout World War II, she served as a cargo carrier operated under a WSA contract by the Weyerhaeuser Steamship Co. She was taken over by the Navy on bare boat charter on 23 September 1945; renamed *Araner* (IX-226); and placed in service that same day, Lt. Henry Morath in charge.

Araner appears to have contributed very little service to the United States Navy. She was inspected by an inspection and survey board at Leyte during October—the month following the beginning of her naval service. In January 1946, probably as a result of that inspection, she received orders to be towed to Subic Bay where all her naval gear was stripped pending her deactivation. On 22 August 1946, she was placed out of service at Subic Bay and simultaneously turned over to the Maritime Commission's War Shipping Administration for disposal. That organization finally sold her to the Asia Development Corp. on 3 March 1948 for scrapping. Her name was struck from the Navy list on 29 October 1948.

Arapaho

An important plains tribe of the Algonquian family—closely associated with the Cheyenne—who lived between the south fork of the Platte River and the headwaters of the Arkansas. The name itself may be derived from the Pawnee words "tirapihu" or "larapihu," meaning trader.

I

(Tug No. 14: dp. 575; l. 122'6"; b. 24'0"; dr. 12'10" (mean); s. 11 k.; cpl. 25; a. 2 3-pdrs.; cl. *Arapaho*)

The name *Arapaho* (sometimes spelled *Arapahoe*) was assigned on 9 May 1914 to a tug that had been laid down unnamed on 16 December 1913 at Seattle, Wash., by the Seattle Construction and Drydock Co. Launched on 20 June 1914, *Arapaho* was delivered to the Navy on 2 December 1914. Placed in an "in service" status as befitting a yard craft, *Arapaho* performed tug and tow duty at the Mare Island Navy Yard, Vallejo, Calif., through 1917. Classified as a fleet tug on 15 December 1915, the ship was commissioned on 8 February 1918 at the Mare Island Navy Yard, Lt. A. R. Hunter, USNRF, in command.

Ordered to the Atlantic Fleet, *Arapaho* departed Mare Island on 25 February 1918 and, after transiting the Panama Canal, reached Norfolk, Va., on 6 April 1918. The tug operated with the Atlantic Fleet, primarily out of Norfolk, through the armistice of 11 November 1918. Assigned to the Atlantic Fleet Train, *Arapaho* towed target rafts and barges and performed routine mooring buoy maintenance at Hampton Roads, and occasionally ranged with the fleet to Guantanamo and Guayancanabo Bays, Cuba, and Narragansett Bay, R.I.

During the fleet movement to Guantanamo in January 1920, *Arapaho*—in company with the minesweepers *Cormorant* (Minesweeper No. 40), *Quail* (Minesweeper No. 15), *Mallard* (Minesweeper No. 44), and *Lark* (Minesweeper No. 21)—towed target rafts and barges to Guantanamo for the fleet's use during the annual winter maneuvers there. Although detached from the Train on 1 January 1920, *Arapaho* was apparently not assigned to the 4th Naval District (Philadelphia, Pa.) until 29 February 1920. During the first year of operations out of her new home port and yard, she was classified as AT-14 during the fleet-wide assignment of alphanumeric hull numbers on 17 July 1920. That

autumn, in company with *Leonidas* (AD-7), she laid out a torpedo range between 19 October and 1 November 1920 in the lower Potomac. Upon completion of this duty, *Arapaho* returned to the Philadelphia Navy Yard for a resumption of her previous duties.

Arapaho remained assigned to the 4th Naval District until decommissioned at Philadelphia on the afternoon of 6 April 1922. She remained in reserve there—reclassified, while inactive, as a yard tug YT-121 on 27 February 1936—until struck from the Navy list on 22 December 1936. Two days later, *Arapaho* was ordered to be sold, and she was eventually purchased by A. S. Hughes' Sons, Philadelphia, on 5 May 1937.

II

(AT-68: dp. 1,589 (tl.); l. 205'0"; b. 38'6"; dr. 15'4"; s. 16.5 k. (tl.); cpl. 85; a. 1 3", 4 .50-cal. mg.; cl. *Navajo*)

The second *Arapaho* (AT-68) was laid down on 8 November 1941 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; launched on 22 June 1942; sponsored by Mrs. Alice Posey Hatcher; and commissioned on 20 January 1943, Lt. E. H. Wootan in command.

The tug conducted her shakedown training in the vicinity of Key West, Fla., and returned to Norfolk to prepare for a transatlantic voyage. On 19 March, she sailed for Casablanca, Morocco. There, she took the torpedo-damaged attack cargo ship *Almaack* (AKA-10) in tow for the voyage back to the United States. She and her charge arrived back in Norfolk on 20 May. In mid-June, the tug moved south to search the Florida Strait for the submarine *R-12* (SS-89) which had sunk as a result of battery explosions. After fruitlessly seeking this ship from 18 to 23 June, *Arapaho* set sail on 25 June—apparently from Key West—with a barge in tow on her way to Panama. She left the barge in the Canal Zone and continued her voyage to San Diego where she arrived on 15 July.

For the next three months, the tug conducted towing and salvage operations, first along the west coast and then, from early in September, out of Pearl Harbor. On 16 October, *Arapaho* departed Hawaii with two supply lighters in tow, bound for the Ellice Islands. She reached Funafuti on 30 October and began heavy towing operations between the Ellice and Gilbert Islands. For a time, she served as an antisubmarine guard ship at recently captured Tarawa Atoll. On 4 December, *Arapaho* embarked 12 civilians who had been liberated from a Japanese internment camp on Makin and set sail—via Funafuti—for Pearl Harbor. From Funafuti, the tug steamed in company with aircraft carrier *Independence* (CVL-22), severely damaged in the Gilberts operation by an aerial torpedo. The ships arrived at Pearl Harbor on 18 December.

Arapaho underwent repairs until near the end of the first week in January 1944. On 6 January, she headed back to the Gilberts. Over the next five months, the tug was based successively at Tarawa and Majuro, though she made numerous tows to other islands in the Gilbert, Marshall, and Ellice groups. By 13 June, she had moved her base of operations to Eniwetok where she engaged in harbor duty and salvage work. On 3 July, *Arapaho* set a course for Pearl Harbor which she reached on the 9th to begin a month of repairs. She returned to Eniwetok on 26 August and, except for a round-trip voyage to Guam, operated there until the second week in October.

At that time, she put to sea towing *ARD-15* and *YF-786* to Ulithi, Service Squadron (ServRon) 10's new advanced base, and, following her arrival at that atoll, worked in and out of its lagoon engaged in harbor and salvage duties. Between 4 and 10 November, she assisted *Zuni* (ATF-95) in towing *Reno* (CL-96) into Ulithi. The light cruiser had been torpedoed by *I-41* off the San Bernardino Strait on the 3d. In December, the tug towed *Houston* (CL-81) from Ulithi to Manus in the Admiralty Islands. From there, she towed *YO-186* to Kossol Passage in the Palau Islands. After towing *LST-278* to Guam in January 1945, *Arapaho* returned to Ulithi on the 23d and began a major overhaul of her main propulsion plant. The ship completed repairs and returned to active duty on 18 March.

She operated out of Ulithi until mid-June when she moved to Guam. From there, the tug headed for Okinawa on 5 July with *ARD-26* in tow. *Arapaho* and the auxiliary repair dock arrived in Kerama Retto 10 days later. The tug remained at Okinawa until after the end of hostilities in mid-August. Late that month, she

voyaged back to Guam to pick up *ARD-21* for tow to Okinawa. She returned to Kerama Retto with her charge on 7 September and resumed local towing duty.

That assignment continued until 9 November 1945 when she began the long journey back to the United States. She stopped at Pearl Harbor for a few days early in December and arrived in San Pedro, Calif., on 27th. *Arapaho* remained at San Pedro assigned to the inactive fleet awaiting inactivation overhaul for a little more than a year. On 8 and 9 January 1947, she was towed to San Diego where she was decommissioned on 15 January 1947. She remained with the Pacific Reserve Fleet until July 1961. On 1 July 1961, her name was struck from the Navy list. On 10 July 1961, she was transferred to the Argentine Navy which commissioned her that same day as *Comandante General Zapiola*. The tug remained active with the Argentine Navy until November 1971 when she ran aground and was declared a total loss.

Arapaho (ATF-68) earned four battle stars during World War II.

Arapahoe

Arapahoe—a *Contoocook*-class screw sloop of war was slated to be built for the Union Navy late in the Civil War; but, due to the collapse of the Confederacy, plans for her construction were cancelled in 1866.

Arawak

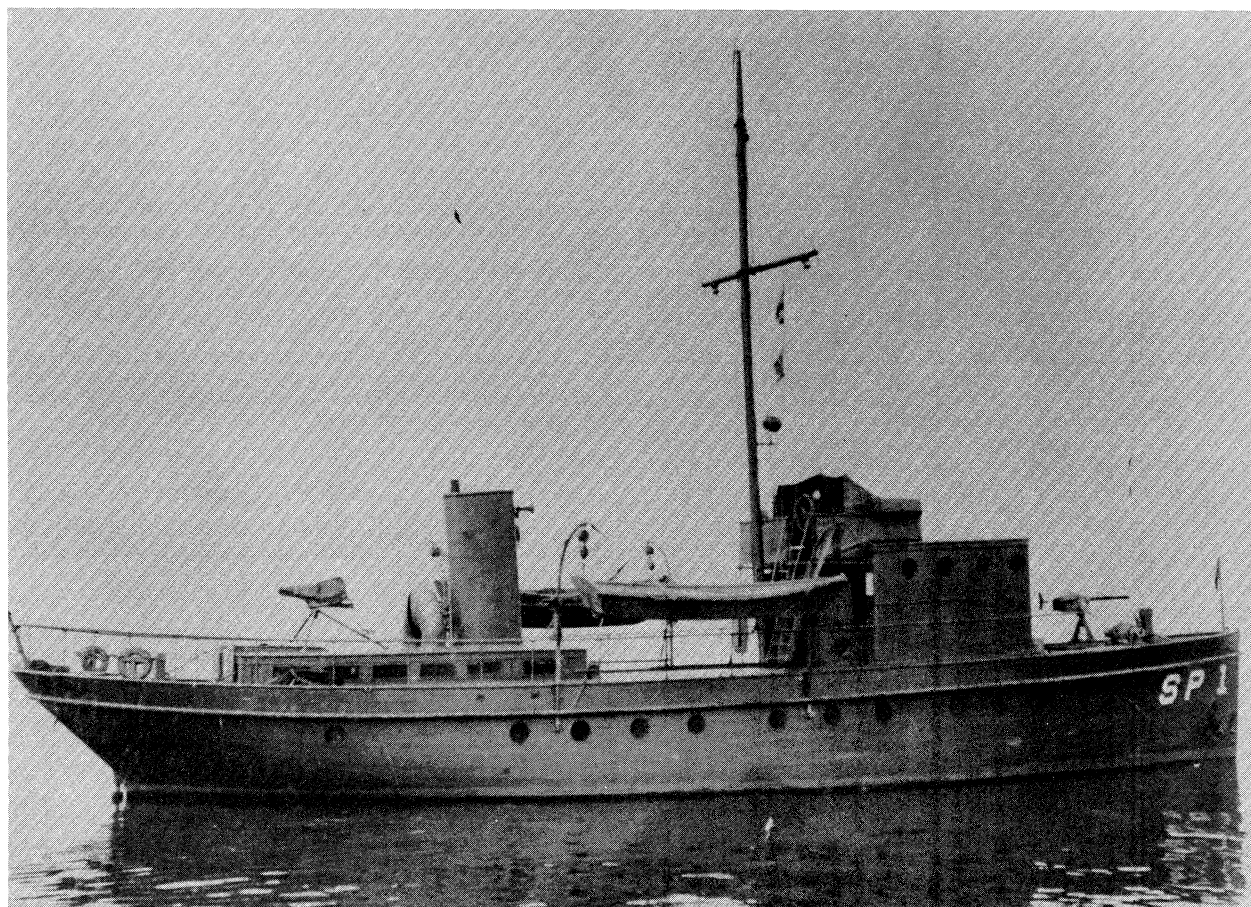
A tribe of Indians who inhabited the West Indies and parts of South America at the time of the discovery of the Western Hemisphere.

(YTB-702: dp. 260; l. 100'0"; dr. 9'7" (f.); s. 12 k.; cl. *Hisada*)

Arawak (YTB-702) was laid down on 3 July 1945 at San Pedro, Calif., by the Bethlehem Steel Co.; launched on 30 August 1945; delivered to the Navy on 12 March 1946; and placed in reserve with the San Diego Group, Pacific Reserve Fleet. After remaining inactive for five years, the tug was placed in service in the 11th Naval District in March 1951. Based at San Diego, *Arawak* was active in the 11th Naval District for a little less than 37 years. In February 1962, she was reclassified a medium harbor tug and redesignated YTM-702. In December of 1985, *Arawak* was placed out of service, and her name was struck from the Navy list. She was disposed of by transfer to some unspecified agency.

Arawan II

(Yacht: dp. 61; l. 71'1"; b. 16'11"; dr. 9' (f.); s. 9 k.; cpl. 12; a. 1 1-pdr., 1 .30-cal. mg.)



Arawan II (SP-1), photographed during World War I. Note the canvas-covered .30-caliber machine gun aft, and 1-pounder forward. (NH 57039)

Arawan II (SP-1)—a motor yacht constructed in 1912 at Essington, Pa., by J. S. Shepard—was acquired by the Navy from Mr. Charles Longstreth on 27 March 1917 and commissioned at the Philadelphia Navy Yard on 9 April 1917, Lt. Comdr Charles Longstreth, USNR, in command.

Assigned to the section patrol, *Arawan II* served in the 4th Naval District throughout the time the United States participated in World War I, patrolling Delaware Bay and the Delaware River. On 29 November 1918, the yacht was placed out of commission at Philadelphia and was returned to her owner who had been her commanding officer throughout her naval service.

Arayat

A town in northeastern Pampanga province, on the island of Luzon, in the Philippines. The first *Arayat* retained her Spanish name. The second *Arayat* was named for the first.

I

(Gbt: dp 243 (f.); l 115'3" (wl); b 17'10"; dr. 6'6"; s. 10 k (est.); cpl. 30; a. 1 6-pdr., 3 3-pdrs, 2 1-pdrs., 2 Colt mg.)

The first *Arayat*—an iron-hulled gunboat constructed for the Spanish Navy in 1888 at Cavite by the Manila Ship Co.—was sunk by the Spanish in the Pasig River, Luzon, in 1898 during the Spanish-American War; raised by the American Navy in 1899; rebuilt at Cavite Naval Station; and commissioned on 10 August 1900, Lt. William Rawle Shoemaker in command.

Arayat was taken into the Navy because of the need for shallow-draft gunboats to help suppress the Philippine insurrection which followed just after the conclusion of the Spanish-American War and Spain's cession of the islands to the United States. Her first period of commissioned service lasted exactly two years. During that time, the gunboat conducted patrols near Cebu, Luzon, and Panay and cooperated with Army troops on those islands. When not engaged in patrols and counterinsurgency duties, she also made oceanographic surveys of the islands. On 9 August 1902, the gunboat was placed out of commission at Cavite. She remained inactive there until recommissioned on 27 March 1905, Lt. Raymond D. Hasbrouck in command.

By the time of *Arayat's* reactivation, the Philippine insurrection had been declared officially at an end. Though Emilio Aguinaldo, the leader of the Philippine insurgents, had been captured and most of his army decimated, remnants of the force hung on and other roving bands of less idealistic character continued to provide the Army and the Navy with plenty of work. *Arayat* resumed her previous duties cooperating with Army troops, conducting patrols and making surveys of the seas, rivers, and harbors in the archipelago. Her second period of active service continued in that manner until 5 October 1907 at which time she was again placed out of commission at Cavite. She remained inactive there for 16 months before returning to full commission on 3 February 1909, Lt. Comdr. Matt H. Signor in command.

During her third and final tour of active duty, *Arayat* cruised the southern Philippines engaged in patrols against native pirates active in that area. That assignment lasted just over one year. On 11 April 1910, she was decommissioned at Cavite for the last time. *Arayat* was struck from the Navy list on 26 October 1910, and she was sold on 15 December 1910.

II

(IX-134: dp. 12,275 (f); l. 431'1"; b. 52'0"; dr. 25'8" (f.); s. 9.7 k.; cpl. 117; a. 1 5", 5 40mm.)

The second *Arayat* (IX-134)—a tanker built in 1918 at Glasgow, Scotland, by the Fairfield Co., Ltd., as SS *Faireno*—was acquired by the Navy from the War Shipping Administration on 13 April 1944 at Brisbane, Australia, and commissioned there on 18 April 1944, Lt. M. Himelfarb in command.

On 28 April, she put to sea bound for the coast of New Guinea. She arrived at Milne Bay on 5 May where she began service as station tanker dispensing fuel oil to units of the 7th Fleet. She remained at that port until early March of 1945. On the 5th of that month, the tanker got underway for Hollandia, New Guinea, arrived in Humboldt Bay on the 13th, and began duty as station

tanker there. While at Hollandia, she made periodic runs to Tanahmerah Bay to replenish her oil supply, but spent most of her time at her base refueling American warships through the end of the war and into the autumn.

Late in October 1945, she moved to Seeadler Harbor at Manus Island in the Admiralties for repairs. On 6 November, she got underway for Pearl Harbor. *Arayat* stopped over at Pearl Harbor from 27 November to 4 December before continuing her voyage to the United States. She transited the Panama Canal on 3 January 1946 and arrived at Mobile, Ala., on the 14th. *Arayat* was decommissioned on 15 February 1946 and was delivered to the War Shipping Administration that same day for disposal. Her name was struck from the Navy list on 12 March 1946.

Arbiter

(CVE-51: dp. 9,800; l. 492'; b. 69'6"; ew. 111'2"; dr. 26'3"; s. 17 k.; a. 2 5", 16 40mm, 15 20mm, 18 ac.; cl. *Charger*; T C3-S-A1)

St. Simon (ACV-51), originally classified as an auxiliary aircraft carrier, was laid down on 26 April 1943 at Tacoma, Wash., by the Seattle-Tacoma Shipbuilding Co., under a Maritime Commission contract (MC hull 262); reclassified as an escort aircraft carrier, CVE-51, on 15 July 1943; launched on 9 September 1943; sponsored by Mrs. R. H. Lewis, the wife of Major General R. H. Lewis, Commanding General, Northwestern Sector, Fort Lewis, Wash.; assigned to the Commercial Iron Works, Portland, Oreg., for the completion of construction; and delivered to the Royal Navy, under lend-lease, on 31 December 1943.

Renamed *Arbiter* and given the "pendant number" D.31 (while being carried on the United States' *Naval Vessel Register* with the classification BCVE-51, the escort carrier served in the Royal Navy for the duration of World War II. She earned "battle honors" in the Atlantic during 1944, serving on the western approaches to the British Isles, and in 1945 served as one of seven similar ships engaged in operating as an aircraft ferry supporting the British Pacific Fleet's train, bringing up replacement aircraft or providing combat air patrol for replenishment ships.

Returned at Norfolk, Va., on 23 February 1946, she was accepted by the United States Navy on 3 March 1946. Struck from the Navy list on 12 April 1946, the ship was sold to the Newport News Shipbuilding and Dry Dock Co., Newport News, Va., on 30 January 1947. Converted to the cargo ship *Coraceiro*, the former escort carrier served under two more names, *President Macapagal* from 1965 to 1972 and *Lucky Two* in 1972 before she was scrapped in Kaohsiung, Taiwan, in 1972.

Arbutus

Any of 20 species of evergreen shrubs or trees of the heath family found in southern Europe and western North America.

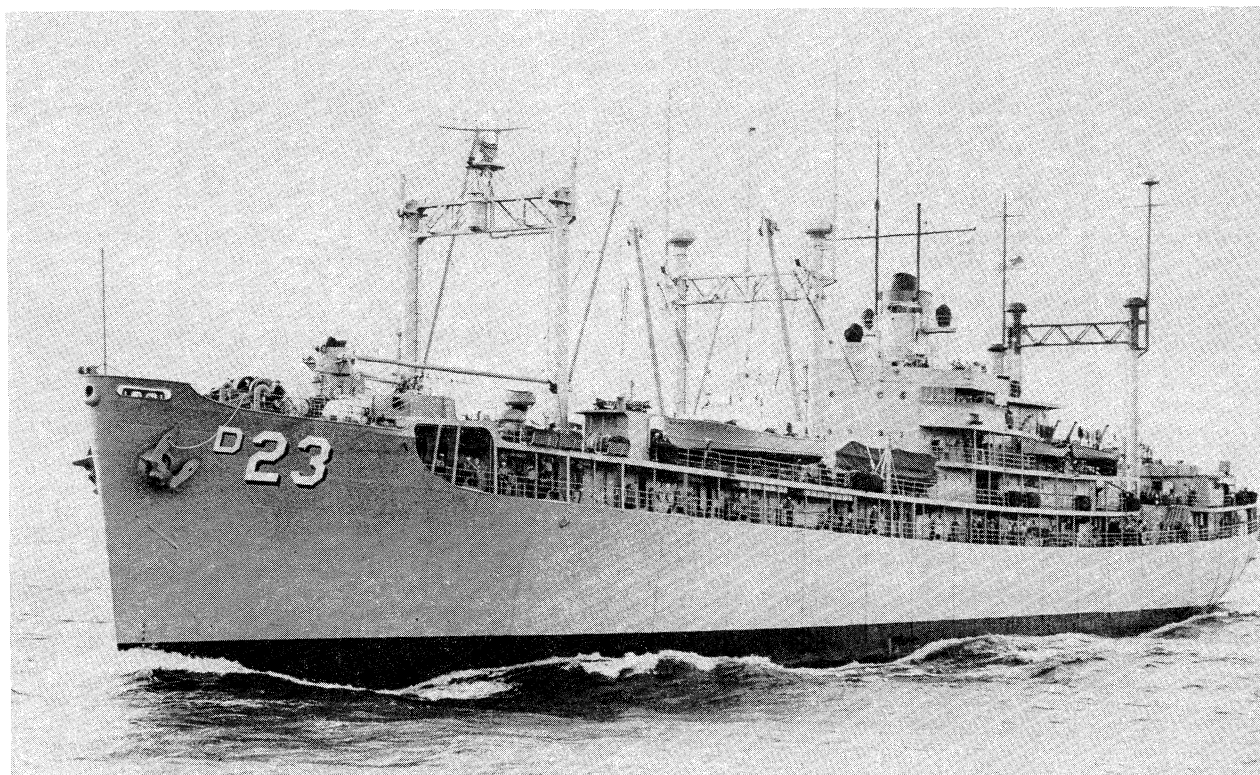
(Lht.: dp. 500; l. 145'0"; b. 25'0"; cpl. 22)

Arbutus—a lighthouse tender built in 1879 at Baltimore, Md.—was transferred to the Navy from the Lighthouse Service on 16 April 1917 and was commissioned on 4 June 1917. Operating under the orders of the Commandant, 5th Naval District, she served just over two years before being returned to the Lighthouse Service by an executive order dated 1 July 1919.

Arcade

(AM-143: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Arcade (AM-143) was laid down on 8 June 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 7 December 1942; sponsored by Miss V. Zoll; and completed on 26 August 1943. Turned over to the USSR that same day under the lend-lease program, she served the Soviet Navy as *T-116*. Never returned,



Arcadia (AD-23), underway in this undated view from the 1960's. (NH 96652)

the minesweeper was carried on the Navy list—under the designation MSF-143 after 7 February 1955—until 1 January 1983 at which time her name was struck.

Arcadia

Arcadia is a picturesque district of the Peloponnesus in Greece, the traditional home of pastoral poetry; hence any region of ideal rustic simplicity and contentment. The motor patrol boat SP-577 and the cargo ship Id. No. 1605 were presumably named for the Peloponnesian district.

However, the destroyer tender AD-23 was apparently misnamed *Arcadia* in an effort to commemorate Acadia, the name for Nova Scotia before England expelled French colonists from the region of Canada in 1755. Henry Wadsworth Longfellow described the plight of these refugees—many of whom settled in southern Louisiana—in his epic poem *Evangeline*.

I

(MB: t. 30; l. 55'0"; b. 14'1"; dr. 4'3" (mean); s. 10.4 k.; cpl. 13; a. 1 3-pdr., 1 1-pdr., 2 mg.)

The first *Arcadia* was a wooden motorboat built in 1915 by Frank S. Terry in Brooklyn, N.Y., that the Navy acquired, by charter, for service as a section patrol boat. Taken over at New York on 8 October 1918, *Arcadia* was designated SP-856. No logs exist that record the nature of her duty, and there are conflicting dates as to her disposition. One source states the *Arcadia* was turned over to her owner and stricken from the Navy list on 6 November 1918, while another indicates that a lump sum for the charter of the craft had been determined on 3 February 1919 and that the boat had been authorized for return to her owner.

II

(Transport: dp. 7,138; l. 400'; b. 49'; dr. 25'3" (mean); s. 10 k.; cpl. 198; a. none)

The second *Arcadia* was a German steamship, originally built at Belfast, Ireland, by Harland and Wolff (builders of the famed *Titanic*) in 1896, which sought refuge in American waters at the outbreak of World War I. Seized by customs officials and turned over to the United States Shipping Board (USSB) upon the entry of the United States into World War I, *Arcadia* received a main battery of two 3-inch guns and an armed guard detachment to man them, and operated under the USSB auspices for the duration of hostilities.

After the removal of the guns and the armed guard at Baltimore, Md., on 4 December 1918, *Arcadia* was transferred to the Navy at Hoboken, N.J., on 20 January 1919 for the service with the Cruiser and Transport Force. Commissioned on the same day—Lt. Comdr. Peter F. Johnsen, USNR, in command—the transport was fitted out for service and filled with cargo before shoving off for France on 2 February 1919.

Reaching French waters on 17 February, *Arcadia* put into St. Nazaire on 19 February and worked her cargo over the days that followed. Taking on ballast and embarking returning soldiers, the ship left St. Nazaire on 1 March and, after a rough passage, reached Newport News, Va., on the 17th. Then, after disembarking her passengers, she put into the Newport News Shipbuilding and Dry Dock Co., Newport News, for voyage repairs and alterations.

Upon completion of the yard period on 1 April, she departed the Virginia capes for another voyage to France. *Arcadia* reached Bordeaux on 20 April where she embarked more troops and a return cargo of "aeroplane and gun parts" before getting underway for New York on the 26th and arriving at the Bush Terminal on 11 May. *Arcadia* made one more voyage to Bordeaux during late May and early June, returning troops to Newport News for the second time, and one voyage apiece to St. Nazaire and Brest later that summer. In all, she conducted five round-trip voyages to France and back, ending the last two voyages at Hampton Roads and Hoboken, respectively, and bringing home more than 4,700 men.

Winding up her last voyage cycle on 11 September upon reaching Hoboken, *Arcadia* headed south the next day and proceeded down the eastern seaboard to Hampton Roads where she moored

alongside SS *West Loquassuck* at the Army Base at Bush Bluff, Va., on 12 September. A brief trip to the Newport News Shipbuilding and Dry Dock Co. then followed. She soon returned to Bush Bluff, where she was decommissioned on 29 September 1919. Her name was stricken from the Navy list the same day, and she was returned to the USSB. In 1923, the California Steamship Co. acquired the ship.

III

(AD-23: dp. 16,635; l. 492'; b. 69'6"; dr. 27'3"; s. 18.4 k.; cpl. 826; a 1 5", 4 3", 4 40mm.; cl. *Klondike*)

The third *Arcadia* was laid down by Todd Shipyards Corp. on 6 March 1944 at Los Angeles, Calif.; launched on 19 November; sponsored by Mrs. Edward L. Beach, the widow of Capt. Edward L. Beach; fitted out at Terminal Island, San Pedro, Calif.; and commissioned on 13 September 1945, Capt. James M. Connally in command.

Following shakedown training off San Diego, the destroyer tender departed the west coast to join the Atlantic Fleet at Charleston, S.C. The war had been over for several months when she arrived at her berth on the Wando River on 1 December. *Arcadia* served as tender to destroyers joining the inactive fleet at Charleston, and she also developed the official program for decommissioning and inactivation to be used by tenders of her own class.

Arcadia was placed in commission, in reserve, on 7 February 1947 and served as accommodation vessel for Submarine Group 1 of the Charleston group, Atlantic Reserve Fleet. She was placed in full commission on 1 August 1951 and assigned a new home port, Newport, R.I., where she tended destroyers in the Narragansett Bay area.

Arcadia supported the Atlantic Fleet with repair services into the 1970's. She served as 6th Fleet destroyer tender during many deployments to the Mediterranean where she made working visits to such ports as Naples, Italy; Cannes, France; Valencia, Palma, and Barcelona, Spain; Lisbon, Portugal; Piraeus, Greece; and Istanbul, Turkey. The tender visited the Caribbean while exercising in yearly "Springboard" operations in the 1950's and 1960's, calling at ports in the Dominican Republic, Puerto Rico, Jamaica, and the Virgin Islands.

In October 1964, *Arcadia* steamed to Orange, Tex., to strip five mothballed high-speed transports for parts needed by active duty destroyers. The six-week trip netted nearly \$800,000 worth of parts and equipment for use by the ships of the Atlantic Fleet.

Although she serviced destroyers primarily, *Arcadia* was called upon in November 1966 to repair the aircraft carrier *Saratoga* (CV-60). The tender departed Newport on 19 November for the cruise to Mayport, Fla., where she remained until 13 December completing the repair work needed following a Mediterranean cruise. She returned to Newport and resumed her normal operations.

In both 1966 and 1967, *Arcadia* made cruises to Key West and Mayport to provide services to Destroyer Division 601, Destroyer Squadron 16, and reserve training destroyers from various ports in the Gulf of Mexico.

Arcadia was decommissioned on 28 June 1968, berthed in the National Defense Reserve Fleet contingent in the James River on 15 November, and formally transferred to the Maritime Administration on 30 June 1969. Her name was struck from the Navy list on 1 July 1973, and she was sold to Levin Metals of San Jose, Calif., in October 1975, and scrapped.

Arcady

(Yacht: t. 167; l. 140'; b. 18'6"; dr. 8'6" (forward); s. 13 k.; cpl. 23; a 1 3-pdr., 2 mg.)

Arcady (SP-577)—a steam yacht constructed in 1898 at New York City by Samuel H. Pine—was purchased by the Navy from Mr. Arthur Meeker of Beverly, Mass., on 28 May 1917 and was placed in commission at Boston on 8 June 1917.

Initially assigned to the 1st Naval District, the converted yacht acted as duty and guard boat at the Boston Navy Yard. She also conducted patrols off Provincetown, Mass., and near the Cape Cod Canal. In October of 1918, *Arcady* was reassigned to the 2d Naval District and performed patrol duty out of the Submarine

Base, New London, Conn. That assignment lasted until April of 1919 at which time she moved to New York City. *Arcady* was placed out of commission at the Marine Basin in New York on 12 May 1919. Her name was struck from the Navy list on 17 May 1919; and, on 20 September 1919, she was sold to Mr. C. R. Stewart of Arlington, N.J.

Arcata

A village in Humboldt County, Calif., whose name is an Indian word meaning "sunny spot."

I

(CGC: dp. 140; l. 85'; b. 17'; dr. 10'4"; cpl. 15)

Arcata—a wooden-hulled Coast Guard cutter—was built in 1903 at San Francisco, Calif., by W. A. Boote and Son, and reported to her duty station at Port Townsend, Wash. Over the next few years, *Arcata* operated in the waters of the Pacific northwest, principally in the Puget Sound area, carrying out such duties as patrolling regattas, looking over fishing grounds, and occasionally working as a boarding vessel. With the outbreak of war in 1914, *Arcata* conducted patrols to make sure neutrality laws were obeyed.

Transferred to the Navy on 6 April 1917 upon the American entry into World War I, *Arcata* continued to perform similar duty in Puget Sound through the end of the war. Returned to the Coast Guard on 28 August 1919, *Arcata* operated under that service into the early 1930's.

II

(PC-601: dp. 280; l. 173'8"; b. 23'0"; dr. 10'10"; s. 20.2 k. (tl.); cpl. 65; a 1 3", 2 20mm., 2 dep., 2 det.; cl. *PC-461*)

PC-601 was laid down on 17 March 1942 at Morris Heights, N.Y., by the Consolidated Shipbuilding Corp.; launched on 23 May 1942; sponsored by Mrs. Junius S. Morgan; and commissioned on 1 September 1942, Lt. G. D. Tammers, USNR, in command.

The subchaser conducted shakedown training along the east coast of the United States in September and October and, in November, reported for duty with the West Sea Frontier. By the spring of 1943, she had begun to escort ships among bases on the Alaskan coast and in the Aleutian Islands.

A year later, early in April 1944, the ship proceeded to Seattle for two months of duty before continuing south to San Francisco where she served until late September. At that time, the subchaser moved west to Pearl Harbor. Early in October, she headed for Eniwetok in the Marshalls. Upon her arrival there, *PC-601* began escorting convoys between American bases in the Marshalls, the Marianas, and the Carolines. She remained so occupied through the end of World War II and into the fall of 1945. After returning to the west coast of the United States via Pearl Harbor in the spring of 1946, *PC-601* was placed out of commission at Astoria, Oreg., on 27 July 1946. Berthed with the Columbia River Group, Pacific Reserve Fleet, she remained inactive for the rest of her career. In February of 1956, she was named *Arcata*. Her name was struck from the Navy list in July 1960, and she was sold in April 1961.

III

(YTB-768: dp. 356 (f.); l. 109'; b. 31'; dr. 14'; s. 12 k. (tl); cpl. 12; cl. *Natick*)

The third *Arcata* (YTB-768) was laid down in May 1963 at Mobile, Ala., by Mobile Ship Repair, Inc.; launched on 30 November 1963; and completed in April 1964.

After completing her trials, *Arcata* was placed in service and, by March of 1965, was permanently assigned to the 13th Naval District, based at Seattle, Wash. Since that time, she has provided harbor tug services to ships in the waters of the 13th Naval District. As of the beginning of 1987, *Arcata* was still active at Seattle.